MAKING MACKEY

The New President of the E. & T. H. Applies the Guillotine.

General Passenger Agent McLeish Beheaded and Other Officials Ordered to Bare Their Necks.

S. D. McLeish, general passenger agent of the Evansville & Terre Hante and the Evansville & Indianapolis railroads, has been succeeded by A. G. Palmer, of St. Louis. Mr. Palmer has been assistant general passenger and ticket agent of the Louisville, Evansville & St. Louis road, under Mr. Campbell, at St. Louis. This is the first change since Mr. Mackey was elected president on Wednesday. Others will be made in a few days. Mr. McLeish had been with the Evansville & Terre Haute for twelve years. Chief Clerk George Wheeler, under President Grammer's reign, has been asked to resign; also Traveling Passenger Agent Anspach. Chief Clerk Henry Felton, of the freight department, will remain.

Complaints Against the Big Four. There is a good deal of complaint at St. Louis and other points west of here that the Big Four took off Train 12, between St. Louis and New York, and the through car between St. Louis and Boston, and at towns east of Indianapolis there is such a feeling over the matter that General Superintendent Van Winkle does not find time to go over that division. The St. Louis Globe-Democrat says: "When the Big Four absorbed the Bee-line the night express from St. Louis, with its through cars for New York and Boston, over the Big Four route, not only held its own, but increased the popularity of the Big Four as a direct passenger line from the West and Southwest to the Eastern coast. It is not easy to understand the wisdom of a policy on the part of the Big Four or the Vanderbilt lines which disturbs the night service to and from the Mississippi-river terminals and diverts the business of many years' growth to the competing lines. The Vanderbilt management, in fact, has never shown a very eager disposition to facilitate passenger traffic arrangements with the Southwestern lines, but has always given the best service to the Chicago lines."

Sanitation in Passenger Cars, The Pennsylvania and the New York Central companies have recently been building some fine passenger cars, in which an advance step has been made in the matter of proper ventilation and heating. The publie is getting critical in such matters, and both companies have gone so far as to order that certain of the employes see that the cars are kept clean, and that the trainmen educate themselves in the matter of ventilating and heating the passenger equipments. In years past many of the roads have built hospitals and employed able surgeons to look after them and attend to passengers or employes who are injured in accidents and it has been a grand success, but not until recently have the leading roads given the comfort of passengers, as regards heat and ventilation, the attention they should. The passenger who can make a journey across the continent, or a part of it, without suffering from a lack of intelligent ventilating or heating of a car is very apt to speak of it in a manner which makes a good advertisement for such road.

Tram Wrecking. The Railroad Gazette, in its issue of Sept. 9, publishes some interesting statistics it has collected, showing to what an extent train wrecking and train robbing was carried on the first six months of this year. These statistics show that there were in that period sixty-one attempts to wreck trains and twenty-one attempts to rob trains, Massachusetts, Illinois and Ohio rank first, second and third in the number of attempts to wreck trains. In these three States more than half the attempts were made, and New York, strangely enough, is fourth. The great mileage of railways in these States and the great number of tramps that flourish there is said to be the cause. lown heads the list of States in the number of train robberies; the Indian Territory and Oklahoma together have about the same number. Texas is third. Kansas fourth and Nebraska fifth. Sixty-seven per cent. of ail the train robberies or attempted robberies occurred in these States.

Freight Rates. The general freight committee of the Central Traffic Association bas decided that the special iron tariff should be canceled Sept. 30, and that thereafter rates as per official classification should apply. A rate of \$2.10 on pig iron in carload lots from Mancelona, Mich., to Springfield, O., good until Nov. 1, was authorized. One dollar per ton was fixed as the rate on paving brick, Zanesville to Cleveland. The rules of the joint rate committee, allowing the reconsigning of grain at Louisville and Cincinnati within seventy-two hours, may also apply from all competitive points in Central Traffic territory.

Rutes Will Not Be Reduced. An interchange of views has been had by the general passenger agents of the Western rowis as to the effect a reduction of railroad rates would have on world's fair business. They have decided that no more reductions are to be thought of. The business is steadily increasing, and reports recerved from outside agents indicate that a still further increase is to be looked for. Unless business falls oft considerably the question of more reductions will not be en-

Personal, Local and General Notes. The Evansville & Terre Haute earned in the first week of September \$30,740, an increase this year of \$4.687.

Oscar Murray, vice president of the Big Four, was in the city yesterday, and last evening went to Chicago. The movement to federate the four labor

organizations on the Wabash lines is said to have been about effected. W. J. Hayes, master oar builder of the Big Four shops at Brightwood, will retire Oct. 1, and the office will be abolished. J. E. Lantz, train dispatcher in the Big

Four offices, has accepted the position of chief train dispatcher on the Whitewater road. The Kentucky Central yesterday turned over to the Big Four for Chicago eleven

coachloads of people from the Blue Grass The Wabash road earned, the first week in September, \$280,110, a decrease, as compared with the corresponding week of 1802,

Eastern and Western roads alike have refused to make any specially reduced rates for the celebration of Irish day at the

world's fair. The Lake Erie & Western shows an increase in earnings the first week of September over the corresponding week last

year of \$4.922. The Chicago, Burlington & Quincy has made no reduction in salaries, and the president of the road says he does not now

expect to do so. In carrying out its retrenchment policy the Pennsylvania has discontinued twentyone passenger trains which were in opera-

tion at this time last year. The Louisville & Nashville was the first road to carry Alabama pigiron for export to

England, delivering several carloads at New Orleans last week for export. The Missonri, Kansas & Texas has withdrawn from the Southwestern Traffic Association, as it did not show a disposition to

protect the M., K. & T. in traffic matters. In the Mackey-Grammer fight for control of the Evansville & Terre Hante there is now to be a cessation of activity on both sides until after the annual meeting in October.

It is fortunate for Indianapolis that the Lake Erie & Western established, in connection with the boats, a world's fair line. First, it has forced the all-rail lines to give a \$4.50 round-trip rate, and then it has | give it a trial. caught the overflow of business. At the

present time the direct all-rail lines have all the business they can well handle, and are borrowing equipment to accom modate

The Chesapeake & Opio loaded 5,115 cars of coal in the Kanawha district in August for Cincincati and Eastern markets. The output was an increase of 985 cars over August, 1892. The increase in the demand for coal is

swelling the earnings of the Chicago & Eastern Illinois. In the first week of this month it earned \$114,200, an increase this year of \$15,600. General Passenger Agent Barker, of the Missouri, Kansas & Texas, has appointed

H. A. Johnson to represent the passenger department at Galveston, Tex., its new Southern terminus. P. A. flewitt chief of the auditor's depart-

ment of the Big Four, has this week dismissed seventeen of his clerical force, and it is stated one or two of the traveling anditors will be taken off. For the centennial ceremonies of laying

the cornerstone of the Capitol at Washington, Sept. 18. Central Traffic Association roads have authorized a rate of a fare and a third for the round trip from all points in the territory. J. C. Ford has been appointed assistant general superintendent of the Chicago & Great Western, a promotion from division

super intendent, and L. B. Ridpath has been appointed division superintendent, with headquarters at Kansas City. Owing to the great increase in Chicago travel the New York Central road will restore to service, beginning next Sunday. Sept. 17, the New York and Chicago limited trains. These trains were withdrawn recently, owing to decreased traffic between

The Boston Advertiser says if the Mackey system could be disintegrated the Chicago & Eastern Illinois and the Louisville & Nashville would be eager bidders for the main line, the Evansville & Terre Haute, which is one of the most profitable railway

properties in this country. The Chicago & Alton last week brought to Chicago the longest passenger train which ever reached that city. It consisted of twenty-two cars, eighteen being coaches. It was hauled by one of the company's new heavy locomotives, and the time from Bloomington to Chicago, 125 miles, was four hours.

The surgical roster of the Vandalia lines is as follows: Dr. S. M. Rice, Terre Haute, chief surgeon; assistant surgeons, Dr. W. H. Gillum, of Rockville; Dr. S. K. Ensminger, of Crawfordsville; Dr. Joseph Parker, of Colfax; Dr. J. B. Schultz, of Logansport; Dr. C. A. Daugherty, of South Bend, and Dr. A. H. Scott, of St. Joseph.

Frank Morse, master mechanic of the Wabash, is testing on one of the company's engines a device by which the exhaust steam of the sir-brake pump, instead of going out through the smokestack of the engine, as it now does, and causing, it is claimed, a waste of fuel, will pass out of an the steam thus escaping.

C. A. Lucas, who represents the Lackawanns line in Toledo, O., was in the city yesterday. The last two weeks he has been traveling extensively over Illinois and other Western States, and he thinks that by the middle of next month freight traffic will greatly improve, and that by Nov. 1 the roads crossing Indiana will have

all the business they can move. The rate war between the Missouri, Kansas & Texas and the Memphis branch of the Santa Fe is ended and the "Katy" will not withdraw from the Southwestern association. The trouble graw out of an effort of both roads to secure a party of tourists to the world's fair, in which the Memphis road was successful. Both parties have renewed their pledges of good faith.

The Chicago & Eastern Illinois is earnestly considering the matter of extending its line from Terre Haute to the Ohio river. and, unless matters turn to suit them at the annual meeting of the Evansville & Terre Haute, construction will be begun as soon as the forces can be gotten together, probably using the line surveyed to Mitchell, Ind., then on to Louisville. The building of this road would help the Kentucky and Indiana Bridge Company and give Terre Haute a direct line to Louisville.

The Muncie Times, in commenting on the rumored strike on the Big Four, says: "It would be unfortunate for the men if there should be any trouble, it being a wellknown fact that for years the president of the Big Four road has been friendly to labor organizations, and has to a large extent encouraged them on the Big Four system. If he should find now that this encouragement in good times had only built up organizations that would not take their fair share of the depressed times it would discourage all railway managers bereafter from looking favorably upon such organi-

A railroad man of large experience said yesterday that one could but speak of the management of the Vandalia lines in complimentary terms. Frietton between the employes in any branch of service and the officials is seldom heard of. The management adopts a fair scale of wages, and the trainmen and employes in other branches. without any provisos, accept it, being satisfied that President Mckeen will pay as high wages as the road can afford, and the security of their positions is more to the men, really, than wages. There is no Indianapolis line of equal mileage which has as large a number of veterans in service. This applies to the trainmen especially. and to this, in a large measure, is due the regularity with which its trains are run and the remarkable exemption from accident on this system.

LARGELY A NEWSPAPER STRIKE.

Several Trainmen Express Themselves as to Probable Action.

The Cincinnati press has succeeded in bringing a contemplated strike on the Big Four lines into such prominence as to make it one of the leading themes of conversation in railroad circles, while neither the officials nor the committees of the railway brotherhoods have given the matter of a strike any thought. One Cincinnati paper goes so far as to state that a vote of the trainmen, numbering 2,500, disclosed the fact that all but three will strike rather than submit to a cut. Were the 2,500 to strike there would then he about 1,500 trainmen in the company's service, as it employs nearly 4,000 in the various branches of train service. A talk with any of the older men in the employ of the Big Four will convince any one they will converse with that the matter of their striking has not been for a moment entertained. Said an engineer yesterday: "I don't think that among the older trainmen in the service there are any who wish to eat snow balls this winter bad enough to strike." Another said it was the newspapers which were getting up the strike, and that was as far as he thought the strike would get. He, like the rest, disliked to have his wages cut, yet he favored accepting it and trusting to the honor of President Idgalls to restore wages when business revived. Another said this talk of the train dispatchers, telegraph operators and switchmen atriking was the most ridiculous of ail. "Why." said he. "there are one hundred train dispatchers and five hundred telegraph operators within six hours' ride of Indianapolis, who would be in here for jobs within a half day after a strike was declared, and so for as switchmen are concerned there are at either railroad terminal of the Big Four five men to take the place of every striker who went out." But considering the matter more seriously, one of the Big Four men said be presumed that the grand chiefs of the four brotherhoods would go to Cincinnati and try to induce President Ingalis to lighten the burden, but he was very confident neither of the grand chiefs would advise a strike of the men in any branch of the train service. He thought President lugalle might possibly be induced to compromise on the reduction on two divisions where the cut seemed to be the most burdensome.

A National Pastime.

Chicago Record. "What became of your South American gnest "He ran away to the Plaisance. He heard there was a wheel there making revolu-

SUMMER weakness, that tired feeling. loss of appetite and nervous prostration are driven away by Hood's Sarsaparilla like mist before the morning sun. To realize the benefit of this great medicine

Sure, efficient, easy-Hood's Pills.

THE GRAND HOTEL'S AFFAIRS

Tom Taggart Buys a Controlling Interest in the Company.

Application for a Receiver Dismissed-Manager Foor's Heavy Loss by the Transfer-The Price.

Tom Taggart yesterday came into possession of the Grand Hotel, or, rather, the hostelry part of it. He is not the sole owner, however, but he holds a controlling interest. The other stockholders are Sterling R. Holt and Albert Sahm. The original capital stock of the hotel was \$100,-Various rumors were abroad regarding the amount of the purchase price. It is pretty well known, however, that Mr. Taggart paid \$45,000 for the hotel and assumed the indebtedness, which is about the value of the lease and good will. When Mr. Taggart was asked if the purchase price was not \$75,000, he replied, with a smile: "Is not the property worth that much?" He said he considered it so. He believed that the hotel was worth more than it ever had been, and appeared confident that he had made a good purchase.

It was about 2 o'clock yesterday afternoon when it was stated to Judge Brown that there was no further need of continuing the suit for a receivership. which had been filed in that court in the morning. This announcement was made when Leon Bailey, attorney for the hotel company, confirmed the statement that Mr. Taggart had purchase 1 the hotel.

Last night a meeting was held at the

hotel, at which all of the old directors were present. There were besides these attorney Leon Bailey, Tom Taggart, Sterling R. Holt and Albert Sahm. The object adjustment of matters regarding the transfer of the property and to elect new officers. Tom Taggart was elected president, Sterling R. Holt, vice president and treasurer, and Albert Sahm. secretary. Mr. Taggart said there may be some changes in the near future in the hotel force, but they will only be made as occasion demands.

William Foor, the retiring president, was asked for the exact condition of the hotel under the old management. He said: "Every body we owe will be paid in full. I could have made money by letexhaust pipe through the top of the cab, | ting the property go into the hands of a receiver. As it is, I lose between \$40,000 and \$50,000. This just about represents my earnings in the business in the past five years. One year ago I was offered

\$50,000 more than I am selling it for." "What was the real cause of the failure?" "We owed about ten thousand dollars in various small amounts, and during these dull times all of our creditors began pressing us. If I had had \$10,000 I could have tided the company over. There are a few people here in this city who are largely

responsible for the failure." Mr. Foor said that since last November he had paid out \$25,142.11 in security obligations. The loss of \$50,000 coming on top of this is a severe blow to him. He said the security money was paid for friends out of town. He tried to ward them off, but suits were threatened. Mr. Foor and Wesley Young were the principal stockholders. The latter is worth nearly a million dollars, and the loss will affect him but little. Mr. Foor said that the pastisummer had been exceedingly dull for all hotels. For six weeks or more the Grand did not make a cent. Mr. Foor will remain in the city for a few weeks, and perhaps permanently, as he is contemplating entering another business here.

A suit, yesterday, against the Grand Hotel Company, asking judgment in the sum of \$5,000, and for the appointment of a receiver, was filed by Albert Gall. The complaint filed against the company was an account for \$959.24 for goods sold to the company and upon two notes, one for \$500, dated April 13, due in ninety days, at the Capital National Bank, with 8 percent, interest. The second note was for \$1,035, dated July 10, and was due in sixty days. with interest at 7 per cent. None of the amounts alleged to be due had been paid, and with the suits for their collection was filed an affidavit asking for the appointment of a receiver for the company. For several days past a rumor been current on the street and about the other hotels that the Grand Hotel Company was upon the verge of insolvency and was being crowded to the wall by certain creditors who were not inclined to put off their claims any longer. It was not known what creditors were pushing the company for the amounts due them, but it transpires that it was Otto Frenzel and William Hausisen, administrators of the estate of George F. Pfingst, the former proprietor of the hotel, who hold a chattel mortgage for \$10,000 upon the personal property of the company.

The motion and atidavis for the appointment of the receiver tiled in the Circuit Court yesterday alleges that payment of the amount due Gall had been demanded and refused and that the company was insolvent or in imminent danger of insolvency. It alleges that the business of the hotel is a valuable and continuing one and any interruption of it will work irreparable damage. The administrators of the estate of Pfingst, who hold the chattel mortgage, it is alleged, claim that there has been a violation of the provisions of the mortgage and are threatening to remove the property held by their mortgage. It is also nieged that some of the creditors have and others are threatening to bring sait upon their claims, and if the property is not placed in the hands of a receiver the property is liable to be wasted upon executions. The complaint was taken at once before Judge Brown for action and the case was set down for hearing at 2 P. M. Upon the convening of court in the afternoon the parties to the

suit appeared and it was dismissed at the cost of the defendant. In the recorder's office was found a chattel mortgage made by the Grand Hotel Company to the Capital National Bank. The amount of the mortgage is \$8,300, executed Sept. 5 before attorney Charles W. Moores. All the furniture, fixtures and other property of the hotel were mortgaged to secure notes in favor of the bank. One note for \$,800 is dated June 27, 1893. payable in ninety days, bearing credit for \$1,500, the last payment being made Sept. 5. The note was signed by Wm. Foor, Wesley Young and the Dayton Hedge Company; another note for \$5,000, dated July 28, payable in thirty days, and one of \$1,500. dated April 19, payable in four months, with \$500 credit, and signed by the same parties. The mortgage was executed over the signatures of Wm. Foor, president, and C. C. Foor, secretary.

The leases recited in the mortgage were executed by G. G. Gillette and J. H. Stewart to George F. Pfingst, dated Jan. 3, 1890; one executed by John H. Holliday to Howard Rieman and George F. Pfingst, dated Feb. 17. 1890; one executed by Wm. J. Holliday to Wm. Foor and W. B. Armendt, dated Dec. 1, 1891, and one by Wm. Harle to Foor and Armendt, dated Dec. 1, 1891. It is understood that the company owes the banks of the city about \$22,000.

CHARGES AGAINST A RECEIVER. Petition for Removal of Receiver of the Eagle Machine Works.

A petition was filed in the Circuit Court yesterday for the removal of Lewis G. Akin as receiver of the Eagle machine works. The petitioners are John Guedelhoeffer. Francke & Schindler, Taylor & Smith, Sensitive Governor Company, McElwaine & Richards, Hide and Leather Beiting Company, First National Bank of Greencastle and Edward Hawkins, receiver of the Indianapolis N ational Bank. The petitioners represent claims aggregating \$34,154.16. The petition alleges that the receiver was appointed upon the application of Watson J. Hasselman, a large stockholder and vice president of the company, and without notice to the creditors. The plaintiff in that case alleged that the company was indebted to him in the sum of \$5,153.32 for back salary, and to his father. Lewis W. lissedman, president of the company, in the sum of \$12,588.01 for back salary and \$8,640.89 for money loaned. The petitioners allege that they are informed that the liabilities of the company will exceed the amount of the capital stock \$100,000, but that the receiver has prepared no inventory, and they have no way of knowing the facts. The

receiver was ordered by the court to, and is continuing the business of the company in the manufacture of engines, machinery, etc. They charge that the receiver has no knowledge of the business, and is carrying on the business under the direction of Lewis and Watson J. Hasselman, who are, in fact, yet in charge of the business as fully as they ever were. They dispute the legality of the claims of the Hasselmans, and that the receiver has long been a friend of the Hasselmans, and is liable to be prejudiced in their favor in the administration of his trust, and charge that he is executing the trust in the interest of the officers of the company. They ask an order requiring the receiver to appear in court and answer such questions bearing upon the trust, and that the officers also be required to appear and answer questions touching the business of the company.

The petitioners ask that in case the court declines to remove the receiver they be empowered to employ attorneys to contest the claims of the Hasselmans and that the costs of the contest be taxed against the trust. The hearing of the petition was set down for Sept. 23.

GARBAGE CASE ARGUMENTS. Hotel Men and the Contractor Now Having

a Tiit. Arguments in the garbage suit began yesterday morning in the Circuit Court and continued all day. The attorneys for the garbage contractors are Winter, Miller and Elam. Those for the hotel proprietors are McCullough, Spaan and Carson. Yesterday morning Mr. Carson spoke. He brought into question the constitutional rights of the city to let a contract to the company to haul away garbage which in many cases, he said, was very valuable. He considered that the garbage was property, as it possesses value and the owners have the right to do what they please with it so long as they do not infringe on the rights of the public. He did not think it was a legitimate exercise of the police powers of the State to allow the passage of such an ordinance.

In the afternoon Messrs. Winter and McCullough talked. Mr. Winter claimed that the courts have nothing whatever to do with the case. The Legislature, be said, had determined that the city should have power to pass such an ordinance. The case, he said, was entirely outside the judiciary. He said there was nothing in the ordinance to prevent the owner from using the garbage if he wished to do so. All that the ordinance undertakes to do, he said, is to put restrictions upon the disposition and removal of the garbage. Whenever it becomes a nuisance the city has the right to take charge of it. The argument will be continued to-day.

DAMAGES FOR PERSONAL INJURIES Judge Lotz and Others Sue the Citizens'

Street-Railroad Company. Three suits have been filed in the Superior Court against the Citizens' Street-railroad Company. One is brought by Orlando J. Lotz. judge of the Appellate Court. The plaintiff says that on July 12, while riding on an Illinois-street car, the car came in contact with a live trolley wire. The motorman deserted his car, and Judge Lotz. as well as other passengers, rather than face the danger of running into the wire jumped to the ground while the car was moving. Judge Lotz received injuries by falling on the pavement and he demands \$10,000 damages. The complaint is in two paragraphs, one charging the company with negligence, the second charging the motorman with negligence. Another passenger on the car was Rechel Inlow. She jumped off and received injuries, for which she also demanded \$10,000 damages. Sylvester J. Warner has filed a suit against the company for injuries received while attempting to board a Virginia avenue car. He claims that the car was not stopped for him to get on.

A Dayton, O., Architect Sues. Charles I. Williams, of the firm of Williams & Otter, architects, of Dayton, O., has brought suit in the Superior Court against Francis J. Otter, his partner, and Daniel W. Marmon, of this city. The plaintiff states that a contract was entered into in 1891 between Williams & Otter and D. W. Marmon to furnish specifications for a residence for Mr. Mar-mon, The latter did not know at that time whether he should use stone or granite in the house. Correspondence continued between him and the architects. The work went on until the architects informed Mr. Marmon that the house would cost \$40,000. Recently the plaintiff came into possession of all the property of the firm of architects, and complains that the defendants have refused to make a cettlement for \$1.400 due him. He demands \$1,500 to cover the attorney fees and work done.

Rosa Mochrman's Complaint, Rosa Moehrman has filed suit in the Superior Court for divorce from her husband, Charles F. Moehrman. They were married in 1877, and Mrs. Moehrman claims that her husband has treated her and the three children cruelly for the past three years. She says her husband is a railway engineer and earns from \$125 to \$200 a month, and could therefore provide amply for the family.

George B. Cooley's Estate. The will of George B. Cooley was probated vesterday. To the wife is left \$2,500. All the real and personal property is to be divided equally between the two children. Emma M. Cox and Samuel M. Cooley. Zora W. Cooley, the wife, and Charles E. Cox, the son-in-law, are the executors of the estate.

He Is in the state Prison. Elizabeth Wilson was married to Edward Wilson three years ago. The wife now asks for a divorce on the ground that her husband is in the State prison on a two years' sentence for bigamy.

Union Trust Company Guardian, In the Circuit Court, yesterday, Judge Brown appointed the Union Trust Company guardian of the estate of James Cunningham in the place of John R. McFee, who has been removed.

The Court Record.

SUPERIOR COURT. Room 1-James M. Winters, Judge. Margaret Lippus vs. John Lippus; divorce. Dismissed at plaintiff's costs. Lambert Krumbolz vs. Henry W. Bullock; Habich, J. P. Defendant dismissed

appeal and costs paid. George Taylor vs. Sarah Taylor; divorce. Diamissed at plaintiff's costs. Rulana Carr vs. Eli Carr et al.; support. Cause dismissed and costs paid. Cora M. Hughbanks vs. Edward Hughbanks et al.; support. Cause dismissed and costs paid.

Room 2-J. W. Harper, Judge. Eliza Brown vs. William S. Gibson et al.; to rescind contract. Dismissed by court for failure to prosecute. Thomas Dow et al. vs. Louis W. Holloway et al.; note. Dismissed by plaintiff and costs paid. Room 3-Pliny W. Bartholomew, Judge.

Austella Stephenson vs. L. Baum; mortgage. Dismissed and costs paid. Robert Thomas vs. Dennis Egan; sprinkling lien. Dismissed and costs paid. Robert Thomas vs. Alice K. Ross; sprinkling lien. Dismissed and costs paid.

New Saus Fried. Daniel Foley vs Frederika Bemka et al.: street lien. Room 2. Daniel Foley vs. George Smith; foreclosure on street improvement lien. Room 2. Charles I. William vs. Daniel W. Marmon et al; complaint. Room S. Rachel Inlow va. Citizene' Street-railroad Company; personal injuries. Demand \$10,000. Room 1. Rosa Moearman vs. Charles F. Moehr-

man; divorce. Room 2.

Svivester J. Warren vs. Citizens' Streetrailroad Company; personal injuries. Orlando J. Lotz vs. Citizens' Street-rail-Elizabeth Wilson vs. Edward E. Wilson; divorce. Room 2. G. E. Mills, Edwin A. Lennon, William E. Zumpfe vs. General F. Calbert and Ella Calbert; complaint on note and contract.

Demand 8150. Room 3. Edward W. Justice vs. Charles Fready; replevin. Demand \$500. Room 3. Mr. Gardiner is Not a Democrat. To the Editor of the Indianapolis Journal: Your article in reference to the reinstate-

dollar pensioner, is in error when It says that I "must be a Democrat." By so stating your correspondent not only places me in a wrong light but does Congressman Martin a great injustice and reflects on the honor and integrity of the man. It is true that we are old friends, but it is also true that we differ, and differ widely, in politics, but that cuts no figure in this case, and I feel deeply grateful for the interest he took in my case and the success with which he man-SAMUEL GARDINER. aged it. BLUFFTON, Ind., Sept. 13.

SUBDUING A CONDUCTOR

He Growled Like a Bear at Women, but Was Afraid of a Man.

Chicago Post. A woman signaled a Wells-street cable car conductor that she wanted to get off at the next corner, but, as the car slacked up. she saw that she had made a mistake, and

"Oh, I beg your pardon. I made a mistake. It's the next corner." "Well, why can't you settle what you want to do in the first place," growled the conductor loud enough for half the people in the car to hear. Of course the woman got red in the face and looked decidedly uncomfortable. Some of the passengers looked at her and chuckled, while others cast savage glauces at the conductor. One young fellow on the rear platform asked:

"Aren't you ever courteous?" "Who're you talking to?" demanded the "You," replied the young man. "She made a natural mistake and apologized for

"Well, what business have you got chipping in?" exclaimed the conductor. "Who's running this car." "A discourteous and inspired idiot," returned the young man, getting warmed up

"You can't talk to me that way, young feller!" threatened the conductor. "I have," replied the young man sharply. There was a moment's pause, as the car stopped at the next corner to let the woman off, and as the car started up again the young man said:

"Now, I want to get off at the next corner myself." "Well, jump!" growled the conductor.
"I may," said the young man, "but if I do you'll come off with me. I want this car to come to a dead stop, and if it doesn't we'll both get off together, and I'll find out just how much of an autocrat this company permits you to be."

The conductor didn't like it, but-well, he stopped the car. "That's just to show you how small a man you really are when you are not dealing with women," said the young man as he stepped off, and some of the passengers actually laughed in the conductor's face.

Yorktown has instituted a quarantine against Muncie.

SETS of the G. A. R. edition of The Journal, Sept. 2 to 8, inclusive, will be sent to any address for 25 cents.



Is a positive cure for all those painful Ailments of Women. It will entirely cure the worst forms of Female Complaints, all Ovarian troubles, Inflammation and Ulceration,

Falling and Displacements, of the Womb, and consequent Spinal Weakness, and is peculiarly adapted to the Change of Life. Every time it will cure Backache. It has cured more cases of Leucorrhoa than any remedy the world has ever known. It is almost infallible in such cases. It dissolves and expels Tumers from the Uterus in an early

stage of development, and checks any tendency to cancerous humors. That Bearing-down Feeling causing pain, weight, and backache, is instantly relieved and permanently cured by its use. Under all circumstances it acts in harmony with the laws that govern the female system, and is as harmless as water. It removes

Irregularity, Suppressed or Painful Menstruations, Weakness of the Stomach, Indigestion, Bloating, Flooding, Nervous Prostra-

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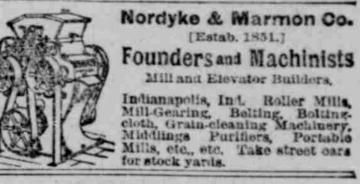
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